

## **FY 2007 Supplemental & 2008 Port Security Grant Program (PSGP)**

The Virginia Department of Emergency Management and the Virginia Area Maritime Security Committee are pleased to announce the availability of the FY2007 Supplemental and 2008 Port Security Grant Program (PSGP).

Private and Public Sector entities that are covered by an Area Maritime Security Plan (AMSP) are encouraged to compete for \$6.8 million dollars in port security grant funding that is currently available to support increased port-wide risk management; enhanced domain awareness; training and exercises; and further capabilities to prevent, detect, respond to and recover from attacks involving improvised explosive devices (IEDs) and other non-conventional weapons. The grant application guidelines are provided below to assist you with your submission.

Document Type:	Grants Notice
Opportunity Category:	Discretionary
Posted Date:	August 14, 2008
Original Closing Date for Applications:	September 30, 2008 Completed applications must be submitted to the Commonwealth of Virginia Fiduciary Agent (FA) no later than September 30, 2008, 11:59 PM EST.
Funding Instrument Type:	Grant
Category Explanation:	Homeland Security – Preparedness
Estimated Total Program Funding:	\$ 6,878,000
CFDA Number(s):	97.056 -- Port Security Grant Program
Cost Sharing or Matching Requirement:	Yes
Eligible Applicants	Others (see text field entitled "Additional Information on Eligibility" for clarification)

### **Funding Priorities**

The funding priorities for the PSGP reflect DHS's overall investment strategy, in which two priorities have been paramount: risk-based funding and regional security cooperation.

In addition to the overarching priorities, DHS has identified the following four points as its priority selection criteria:

1. Enhancing Maritime Domain Awareness (MDA). In support of the National Strategy for Maritime Security, port areas should seek to enhance their MDA through projects that address knowledge capabilities within the maritime domain. This could include access control/standardized credentialing, command and control, communications, and enhanced intelligence sharing and analysis.

2. Enhancing Improvised Explosive Device (IED) prevention, protection, response and recovery capabilities. Applicants should seek to enhance their capabilities to prevent, detect, respond to and recover from terrorist attacks employing IEDs and/or other non-conventional weapons. Of particular concern in the port environment are attacks that employ IEDs delivered via small craft (similar to the attack on the USS Cole) by underwater swimmers (such as underwater mines) or on ferries (both passenger and vehicle).
3. Training and exercises. Applicants should first seek to ensure that appropriate capabilities exist among staff and managers, and then regularly test these capabilities through emergency drills and exercises. Emergency drills and exercises (such as those in the Transportation Security Administration (TSA) Port Security Exercise Training Program) test operational protocols that would be implemented in the event of a terrorist attack. The efforts include live situational exercises involving various threat and disaster scenarios, table-top exercises, and methods for implementing lessons learned.
4. Efforts supporting implementation of the Transportation Worker Identification Credential (TWIC). The TWIC is a congressionally mandated security program through which DHS will conduct appropriate background investigations and issue biometrically enabled and secure identification cards for individuals requiring unescorted access to U.S. port facilities. Regulations outlining the initial phase of this program (card issuance) were issued by TSA in cooperation with the Coast Guard on January 25, 2007. Additional detail about the TWIC program is found in Appendix B.

#### **Additional Information on Eligibility**

46 USC 70107 states that all entities covered by an Area Maritime Security Plan (AMSP) may submit an application for consideration of funding. All other port areas within Groupings I through III are allowed to receive grant funds from their geographically proximate higher group if the project has regional impact, but not from both funding groups for the same project.

Within the PSGP, the following entities are specifically encouraged to apply: Owners or operators of federally regulated terminals, facilities, U.S. inspected passenger vessels or ferries as defined in the Maritime Transportation Security Act (MTSA) 33 Code of Federal Regulations (CFR) Parts 101, 104, 105, and 106 &#61656; Port authorities or other State and local agencies that provide layered security protection to federally regulated facilities in accordance with an AMSP or a facility or vessel security plan; Consortia composed of local stakeholder groups (e.g., river groups, ports and terminal associations) representing federally regulated ports, terminals, U.S. inspected passenger vessels or ferries that provide layered security protection to federally regulated facilities in accordance with an AMSP or a facility or vessel security plan;

#### **Description**

The following match requirements apply:

*Public Sector:* Public sector applicants must provide matching funds (cash) supporting at least 25 percent of the total project cost for each proposed project.

*Private Sector:* Private sector applicants must provide matching funds (cash) supporting at least 25 percent of the total project cost for each proposed project.

*Exceptions:* There is no matching requirement for awards where the total project cost is \$25,000 or less (with the exception of national and/or regional corporations submitting eleven (11) or more projects throughout their system(s)).

If the Secretary of Homeland Security determines that a proposed project merits support and cannot be undertaken without a higher rate of federal support, the Secretary may approve grants with a matching requirement other than that specified in accordance with 46 USC Sec. 70107(c)(2)(B).

For projects submitted through the FA as an investment justification request under the Port-Wide Strategic Risk Management Plan and Continuity of Business Operations Plan, the non-federal cost share requirement is 25 percent of the total project cost. Because the FA represents and serves on behalf of the AMSC, a public sector entity, the public cost share requirement 25 percent is applicable.

Any projects eligible for grant funding must be certified by the Captain of The Port (COTP) as having a port wide benefit.

The COTPs in Group I and II ports should exercise their leadership with their AMSCs and other maritime stakeholders to identify those entities that would benefit most from the port wide projects and encourage them to cost share the matching funding as appropriate. Standard match requirements apply to projects not certified by the COTP as having a port wide benefit.

Cost share waivers may be granted only if the Secretary of DHS determines that (1) a proposed project merits support in light of the overall grant purpose and mission goals; and (2) the Secretary determines that the meritorious project cannot be undertaken without a higher rate of federal support, i.e., reduced cost share.

Applicants are advised that waivers from the match requirement are not typically granted. Cost share requirements must be included in the applicant's detailed budgets. Public and private entities are encouraged to work together to meet the cost share requirements. While applications must demonstrate the cost share, applicants are reminded that the cost share does not have to be provided up-front and that they have the full 36 month award period to provide the cost share funding.

### ***Allowable Expense***

Allowable costs fall into one of the following areas:

1. Maritime Domain Awareness/TWIC
2. IED Prevention, Protection, Response, Recovery Capabilities
3. Training and Exercises
4. Management and Administration (M&A) Costs

### **Synopsis Modification History**

There are currently no modifications for this opportunity.